



AGC/WSDOT ROADWAY TEAM

Meeting Minutes: September 20, 2007 Meeting

Attending:

X	Frank Scarsella		Scott Droppelman	X	Bill Grady
	Scott Stephens		Bob Glenn	X	Dan Glover
X	James Prouty		Dan Howell	X	Kathleen Johnson
X	Lauren Van Bishler				
X	Jim Spaid	X	Derek Case		Mike Morishige
X	Gil McNabb		Ken Stone	X	Bob Romine
	Nancy Boyd	X	Casey Liles		Kurt Williams
X	Rick Mowlds				

Minutes of September 20, 2007 meeting:

Minutes of other Team Meetings:

The meeting notes for the from the last AGC Roadway Team meeting held on May 24, 2007 were passed out. Jim Spaid noted that there were no notes to share from the Administration and Structures Teams as they hadn't met yet after the summer hiatus.

Old Business

Around the Table - Members shared their experiences from the preceding summer.

New WSDOT member Derek Case was introduced. He is an Assistant Construction Engineer for Roadway, working for Jim Spaid in the HQ Construction Office.

New Business

Section 8-21 – Proposed Changes – Rick Mowlds, WSDOT HQ Traffic was in attendance with Kathleen Johnson of Transpo Industries and Lauren Van Bishler of Coral Sales to present and discuss an upcoming change to Section 8-21 of the Standard Specifications.

In response to occurrences of improper breakaway sign base installation, HQ Traffic and Transpo Industries have proposed a change to the Standard Specification to require installer certification for the installation of breakaway sign bases. Transpo Industries has developed a certification program to be provided to installers and inspectors in the State of Washington.

Kathleen Johnson of Transpo Industries, the designer and manufacturer of the Break Safe breakaway sign base, gave a presentation on proper field installations of breakaway sign bases. Proper installation is not difficult to achieve, but critical to ensure proper function of the breakaway sign base when struck by a vehicle. Experience has shown that some installers do not fully understand the function of the breakaway base and thus don't realize when they are making seemingly simple installation errors that impair the ability of the base to break away. Improper installation can also result in damage to the otherwise reusable pieces of the sign base and a consequent increase in repair cost. Typical installation errors have included: anchor bolts not plumb or misaligned, concrete bases not level, and bases too high or low relative to level of surrounding ground. Kathleen provided representative photos of installation problems.

To address these concerns, Transpo Industries and HQ Traffic have developed an installer training and certification program. The intent of the training is to ensure that installers understand how the breakaway base functions and where to focus their attention to ensure the completed base works correctly. The training program and proposed specification change that accompanies it will require that there be at least one card carrying, certified installer present in the crew that installs the breakaway sign bases.

The proposed training and certification course would be a half day and provided free of charge by Transpo Industries and their local distributor, Coral Sales. Lauren Van Bishler of Coral Sales has a list of customers that would likely need and want the training. WSDOT maintenance and construction inspection personnel would also be included in this training program. Kathleen and Lauren both indicated that the training could also be provided on a project specific, just-in-time basis. Those who successfully complete the training will be certified and will receive a wallet card to carry with them.

Copies of the proposed amendment to 8-21.3(9)F were distributed.

During further discussion, Derek Case commented that proper determination of the sign mounting height and base elevations will be critical to ensure the sign posts are fabricated to the correct height. This will require good coordination between the contractor and WSDOT project office. Jim Prouty and Bill Grady noted that this work is often performed by electrical subcontractors as part of the project signing item and is often a 'last detail'.

Kathleen will provide Jim Spaid with a CD of illustrative photos with descriptions of the errors shown for use at the winter WSDOT design and construction conferences.

Any comments on these provisions should be returned to Jim Spaid as soon as possible.

Sign Structure Foundations - On a related topic, Jim Spaid commented that future WSDOT projects with large sign structures, particularly those with drilled shaft bases, will incorporate drilled shaft specifications. Jim indicated that there have been cases of sign contractors unsuccessfully attempting to install large, deep drilled shaft foundations. To correct this, WSDOT will include a drilled shaft foundation special provision in future contracts with

such structures. The intent is to make clear to bidders that this work will require specialized equipment typically performed by shaft drillers.

Section 2-03 Roadway Excavation and Embankment – Jim Spaid distributed copies of proposed revisions to section 2-03. The specification has been revised to relocate ditch excavation from section 2-10 to a subsection of 2.03 and section 2-10 has been deleted. Additionally, section 2-03.3(3) has been revised to clarify the intent that the Contractor may have to perform any or all of the listed operations in order to achieve compaction. Also in this section, the term ‘direct’ was changed to ‘order’ with the intent to communicate that the selection of means and method is the responsibility of the Contractor.

These revisions are proposed for inclusion in the January 1, 2008 Specification update. Comments on the specifications are welcomed at or before the next meeting (October 18).

Section 9-34.5 – Jim Spaid distributed draft copies of General Special Provisions addressing a new category of pavement marking materials, Plural Component Pavement Marking Material. This product is more durable than the current water based paints in use and could be more suitable for high traffic and snow plow areas. This proposed provision is the materials specification and has received comments from two material manufacturers already. A GSP addressing the installation of this material will be forthcoming.

Chitosan Enhanced Sand Filtration System Use on WSDOT Projects – There were no specific comments on this subject, but it was decided that it would remain an agenda item for the time being.

Ecology Embankment – Jim Spaid distributed a copy of a proposed detail for ecology embankment from the Highway Runoff Manual. General discussion ensued. It was concluded that payment by linear foot for the installed product was preferable over a multitude of items. There were not many who had experience with installing the product, those who had usually subbed it out to landscape contractors. Casey Liles provided some additional explanation as to why this will become a more frequent design choice on WSDOT projects: it is an approved water quality treatment that fits within our existing roadway prism. This saves the expense and effort of acquiring real estate for pond sites in order to meet water quality permit requirements. Jim will provide further information as the topic evolves.

Other Business

Jim Spaid reminded team members about the upcoming submittal deadline for the AGC-WSDOT Contract Administration Award. Copies of the application form were distributed.

Next Meeting Dates: –October 18, 2007 and December 6, 2007